



40

TRIUMPH
MAYFLOWER
CLUB



**FLOWER
POWER**

THE TRIUMPH MAYFLOWER CLUB.

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When writing to a committee member and you require a reply,
please enclose a stamped self-addressed envelope.

Please note that all the above committee members fulfull their
posts in their spare time and not as a full time occupation. So
when contacting them other than by letter, please ensure that you
choose a reasonable time of day.

AUTUMN ISSUE No:40.

Ed's Ramblings -

Oh hell! Its mag time again and half way through November I have only compiled six pages, but.....

In response to many suggestions at this years A.G.M last March (well it takes time for new ideas to percolate to the brain!) I am including some 'TECHNICAL ARTICLES' for the more mechanically minded of us.

Sadly, two of these items are by members who have since sadly died - Robin Bussell and Frank Lane, both former committee members and fondly remembered by the 'old school' amongst us.

Sadly in another sense, I see that the Brighton Classic Car Show, held at the beginning of November had a combined T.R.O.C. and T.R.C. stand - no Mayflowers. Ah! my memories of previous years at this three day event came flooding back.

On the credit side, you will see that Geoff Basketter, on the Club's behalf had a three car stand at the Northern Classic Car Show in September. He tells all elsewhere in the mag.

I have not received any details of T.M.C. events for next year, but I have shown details of some other events (mainly T.R.O.C.), so start marking off the dates now.

Elsewhere, you will find a very irreverend 'Road Test'. Details of the four 'original' Mayflower colours, and what to do with the tyres on our 'fast cornering' 'high speed' cars (no laughing please!)

As this is the last mag prior to the Christmas and New Year festivities, may we wish you all the best of everything in the coming year, and don't forget to spare a thought for the 'old girl' in the garage with her soft 'boots' and dried-up battery.....

You know how it is - you answer a phone call, jot down a name and address and weeks/months later, you find said pieces of paper, but haven't got a clue what the note is all about.

Well, I am having to send a copy of this mag to:-

87, Dinsdale View East, Porthill, Newcastle-under-Lyne.
Geoff Williams, 60, Wallshead Way, Church Aston, Newport,
Shrops.

..... and I hope they understand.

EVENTS 1986EVENTS 1986***EVENTS 1986***EVENTS 1986***EVENTS

Not much news of T.M.C. events, but the following are 'meets' advised by T.R.O.C. and others, to which T.M.C. members are invited.

May 4th Crich Tramway Museum annual meeting (umbrellas are a must for this one. Ed.)

June 21st

& 22nd Best of British Show, Southmere Park, Thamesmead, London.

Events Cont'd/....

- July 19/20th TROC/TMC Annual Rally at Burford Wildlife Park , Gloucestershire.
- July 27th Rotary Club of Uxbridge Auto Show, at Hillingdon Showground.
- September Standard Triumph International Rally.
- November Brighton Classic Car Show.

Our Membership Sec Edith Webber is still trying to update our membership information from her predecessor, so the following are either welcomed, re-welcomed, or always were welcome amo ngst our ranks.

The following joined the Club between 1st October and 30th March 1985 and are therefor Members to 30th March 1986. My apologies that they were omitted from the current list.

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119

The check through the records revealed the following additions to the list;

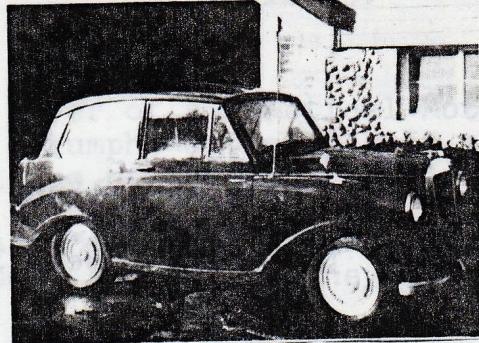
93
128
121
185
248

SA

Date renewals and new members.

449
450
283
417
451
452
409
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454
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404 C
80 L
396 I
420 G
407 J
359 I

56. A 1953 Triumph Mayflower saloon, green with 4 cylinder 1298cc engine, Reg. No. OKD 387 (illus)



Please find enclosed, the front page of the magazine 'Car' for August 1955, and the article concerning the Mayflower. I hope it will help to fill some pages of your forthcoming magazine.

I took my Mayflower to the local flower show recently, and although I did not win any prizes but well admired. I have not had time to enter any shows recently, and have not developed yet.

Lot 56 (above) was auctioned recently at Banham in Norfolk, along with such items as two Austin A40 pedal cars and a 1934 Wilson Electric car!

LETTERSLETTERS***LETTERS***LETTERS***LETTERS***LETTERS***LETTERS

Stag Cottage, Wootton Courtenay, Minehead, Somerset TA24 8RH

2.11.85

Dear Malcolm

Reference question in Ed. 38 Spring Edition Flower Power
Page 7 Item July 20th:-

Has a Mayflower ever appeared in a film?

Whilst quietly letting the day ebb away watching a bit of telly, suddenly the adrenalin started to flow, posture changed from boredom to alert awareness; reason, that was a Mayflower wasn't it? No! Couldn't have been, but yes, there it is again, a globe radiator badge, but WHITE coachwork. The programme was Film '85 and Barry Norman had been discussing "Absolute Beginnings" by Goldcrest Films. So next morning several phone calls were required to track down Goldcrest Films, Jennie Pollitt and "Dave", who knew about the cars used in the film.

Yes it was a Mayflower, yes the film will be released April 1986, yes the owner works for the company but is abroad in Canada. And who is the owner:- David Toguri T.M.C. Member No. 392.

So a lot of interesting detective work ended with a worthwhile result. I am going to paint one of my "Flowers" white. Well done Dave yours looks great.

*C. J. H. d.
S. P. J. H. d.*

P.S. Can we all have free tickets for the film?

21A Rice Road,
Greenwood Village,
Queensland 4300
AUSTRALIA.
2nd November, 1985

Mr M. Bath,
The Editor, Triumph Mayflower Club,
24 Durnell Way,
Loughton, Essex IG10 1TG
ENGLAND

Dear Sir,

As a member of the Pre'54 Triumph register of Australia and New Zealand I get to read your "Flower Power" Magazine. I was interested to see mention of the Mayflower Utilities in edition No 39.

I know of the whereabouts of 2 Utilities, one still registered and in regular use. These vehicles were built by Standard Cars Aust., now Aust. Motor Industries who imported and/or built most Standard and Triumph products from 1932 to 1976.

I don't think anyone now knows how many were built but the number "about 100" seems to come up regularly and is possibly correct. The Utility was definitely built using imported kits with the rear tub hand panelled here. I believe they were very poorly built and the tailgate hinges regularly gave trouble due to the wood framing rotting.

Mayflower production in Australia started in July 1950 and finished in June 1953. The few commission numbers I have are:- end 1950 TT2873, end 1951 TT15,998 ; end 1952 TT26,383. If the Mayflower followed other cars in the S-T range then the commission numbers were allocated ex the UK and bear no reflection on the numbers produced here. These dates refer to when the vehicle was assembled here and would possibly relate to production in the UK several months earlier, though the end 1950 number of 2873 is a bit suspect.

As the spare parts officer for the local TSOA I find there is still a lot of new Mayflower parts to be had here and if your spares secretary is interested he could write to me. Similarly should any of your members have new parts for any of the later Triumph sedans or TR's I'd be pleased to hear from them.

I hope the above information on the Mayflower is of some use.

Yours Faithfully,



Terry O'Beirne
Spare Parts Officer
Triumph Sports Owners Association
QLD.

A Mayflower (Reg No.FBW 939) in 'Excellent' condition, was recently auctioned in Coventry. Anyone know anymore about it? Ed.

12, Manor Close,
Hoghton, Preston.
2.11.85.

Dear Malcolm,

Please find enclosed, the front cover of a Practical Motorist 1955, and the article concerning the Triumph Mayflower. It may help to fill some pages in the next issue of the mag.

I took my Mayflower to the Leyland Motor Museum display recently, no prizes but well admired. I have some photos but they are not developed yet.

Hope you are all well,
Regards,
Terry Gordon.

15, Cullen St.,
Paeroa,
New Zealand.

3.10.85.

Dear Sir,

I have just purchased a 1952 Triumph Mayflower for the princely sum of \$NZ200 (about £85)

Some months ago Classic and Sports Cars ran an article of this model and mentioned your club address etc. I was wondering if it would be possible to join the Club and possibly enquire about obtaining spares for the Mayflower.

The car I have is in quite good condition, the outside bodywork has been panel beaten, but has some rust in the front footwells and driver's side door pillar. It also needs some detail parts, such as:- door arm rests; horn push/trafficator switch; R/H trafficator; all dash knobs; winder handle knobs and base surround; rear screen rubber; a hubcap; "Mayflower" badges.

Are any of these items available in Britain? If so I would be most grateful of any information on their whereabouts and any restoration tips.

Yours faithfully,
A.R. DON.

Dear Wade Michael Dos Santos,

Many thanks for your 'West Coast U.S.A.' Triumph mags. Although we do not share the same 'era' we are all Triumphs under the skin.

Regards,
Ed.

Replacements for Duff Engine Mounts.....from M.Hudd.

The condition of my front engine mounts together with the difficulty I experienced when trying to fit my starting handle prompted my search for replacements. After visiting various car shops I discovered that Morris Minor (Series II) gearbox mounts are ideal for the job.

The mount consists of a piece of rubber 1" thick with metal plates fixed to both sides. On each plate is welded a 3/8" fixing bolt. All that is required is to remove the car's mounting brackets and strip off the old rubber. The new mounts are then bolted to the brackets which have been drilled in the middle with a 3/8" clearance hole.

First drain water, then disconnect top rad. hose. Place jack under sump and raise the engine little by little. Undo the four bolts which hold the brackets. When the engine is raised clear of the chassis the old mounts may be unbolted from the engine. Note they are right and left handed. Fit the Morris mounts as described above and then refit to engine and reassemble car.

Having tried this method on my own 'Flower I can attest to its simplicity and that the new mounts will restore engine stability with no vibration of the car. Once done it should last for many years without further attention.

-- oo --

I've just done the above job and it really is easy. Ed.

-- o --

Is Your Mayflower the Right Colour??? by Frank Lane

Paint news for the purist and the Mayflower owner who must have it right!

These are the manufacturers references for the authentic colours of the Mayflower (plus Black) and the formulae for two of them (I have not been able to obtain the last one).

The makers are General and Industrial Paints Ltd. of 28, Wadworth Road, Ferevale, Greenford, Middlesex, and the paints can be ordered through factors.

COTMAN GREY

Cellulose Ref. 228490
½ hour Synthetic Ref. DY I6769
Gipgloss Ref. GL I6769

Formula.

TXGL.47/I Dark Grey	79%
TXGL.I8 Yellow Ochre	13%
TXGL.86/I Pink Oxide	4%
TXGL.47 Black	4%

COMET BLUE

Cellulose Ref. MX 22723I
½ hour Synthetic Ref. DY I5386
Gipgloss Ref. GL I5386

Formula

TXGL.47/I Dark Grey	65%
TXGL.I/357Light Blue	26%
TXGL.76 Purple Oxide	6%
TXGL.69 Fast Purple	3%

JADE GREEN (METALLIC)

Cellulose Ref. 228I27/M
½ hour Synthetic Ref. DY I6423/M

-- oo --

REWOLFYAM.....a Mayflower in reverse? (sorry about that, Ed.)

Mr. L.J. Meredith of Gwent (Tel:TALYWAIN 773259) wants a Cam Follower, a Crankshaft Pully Wheel and a Starting Handle Dog, plus a starter motor. Please help.

Mr. Butler wants a Mayflower - Tel: STROUD 79490 (Gloucestershire).

Mrs. E.K. Dodsworth has a Mayflower workshop manual for sale £7. Tel: 0789 772658 (Alcester, Warwickshire)

These next two may be a bit old but worth enquiring:

1951 Runner - no M.O.T. Tidy but stood 10 years. Paintwork flat, 70,000 miles £ offers. Tel:Bromsgrove 35898 (9-5.30)
Redditch 402430 (home)*

*(This chap rang me. He is a car breaker who found it in a garage. Sounds fair - can you mount a rescue mission?)

1952 model 126,000 miles. Full M.O.T. Rebiult engine (40 lbs) New clutch; Re-braked; Re-metalled; Re-sprayed; New steering arms; Shockers and Rubbers £850 O.N.O. Tel: Frank Gibbinson on Hereford (0432) 268787.

W.G.Paddon. at Plymouth Devon (Tel:PLYMOUTH 337516) has the following for sale:

1. Service Instruction Manual published by Triumph V.G.C.
2. Complete engine - running - needs new bearings. Still good.
3. Radiator V.G.C.
4. Radiator Grill & Bonnet Catch V.G.C. Headlamp surrounds V.G.C.
5. Heater & Motor G.C.
6. Control Panel complete with ignition key G.C.
7. 2 in No. seats - sound.
8. Wheel with excellent tyre, plus spare rim.
9. Wiper motor. G.C.
10. Triumph Motiffs (Wheel & radiator) V.G.C.
11. New boxed oil pump (never used).

also: Bushes; Trafficators; Water pump; Distributor; Carb etc etc: Plus Swansea Reg HBK 964, original log book. Car scrapped as being beyond reasonable restoration. Should any members require any of the above parts, I am not too bad to reason with. W.G.P.

Frank Clarke at 18, Faraday Road, West Molesey, Surrey, is having a garage clearout, and has for sale two Mayflowers, not currently roadworthy, but suitable for restoration, plus lots of spares, manuals, handbooks etc; a veritable Aladdins Cave he says.

Dear Frank,

Yes you are right - my flower won the first concours at our first national rally back in 1975 at Doddington House near Bristol.....Ah, happy days. Ed.

Mr.E.Luke at 14, Alberta Walk, Durrington, Worthing, Sussex BN13 2SG has numerous spares, including an engine and ancillary equipment and three new tyres, all for a reasonable price.

Mr.Derek Christian in Chichester (0243) 512598, has a Mayflower in need of restoration. Engine in good condition, grey undercoat, $\frac{1}{2}$ wiring renewed, 1952/3 model. Offers?.

my standard test curve was an eye-opener. At 50 miles an hour through this bend that would send some Detroit barges into the woods, this jigger-size, slab-sided tobacco can held on like a tar stain on a white shirt. Its cornering ability was not full sports car stuff, such as you get from an MG, but considering this car's height, shape and weight it was as solid as a 16-pound shot landing on your head. The more I drove the Mayflower the more I liked it. But the big pay-off came in the hill climb test.

With myself and Joe and 500 pounds extra added weight, it took my long 28 percent-grade hill climb without the slightest sign of distress. Naturally this was done in low gear but at the steepest point I stopped the car dead and then started off again without a single buck. With one average-size driver alone in the car, the Mayflower would be a real threat on Switzerland's Matterhorn. Considering its size and the fact that four people, all scaling better than 200 pounds, can go for a trip in this barge, the Mayflower is quite a mighty little atom.

On the highway this car, though no bolt of lightning in breaking from a light, nevertheless can whip up to 30 miles an hour from a standstill in 7.7 seconds and get to 60 in 26.33 seconds. Somewhere between 65 and 70 the cork gets pulled all

sporty as shooting parrots in a cage and as streamlined as King Farouk doing a one-and-a-half off a ten-foot springboard.

When Joe Ferguson of Fergus Motors, the American distributors, asked me if I would like to test one, I told him, "Okay, Joe, but I want you to know I think it's a hell of a looking car and if it's half as bad as I think it looks I'm going to blast it wide open." Joe said he thought I would like it if I gave the car a chance so he and Jim McMichael brought one out to my house for testing.

This car, with a 1 1/4-litre engine (same size as the TD MG), is only 134 inches long overall and 62 inches wide. This makes it a lead-pipe cinch for handling in heavy traffic and for parking. It is 62 inches in height, which insures those on the driver's seat plenty of head room, but in the back seat I found the head room limited. My first impression when I got behind the wheel was amazement at its big car roominess in the front seat and its real chair-height comfort. In this respect it reminded me of our own Chryslers of late years. It has a steering-column shift and a three-speed transmission, unlike the typical British four-speed box.

I had hardly left my own driveway before I realized that I was tooling an exceptionally fine handling car. The steering was light and sure and the first run through

Uncle Tom and his ever-critical Joe cast an appraising eye over the Mayflower and discover it has some very remarkable virtues.

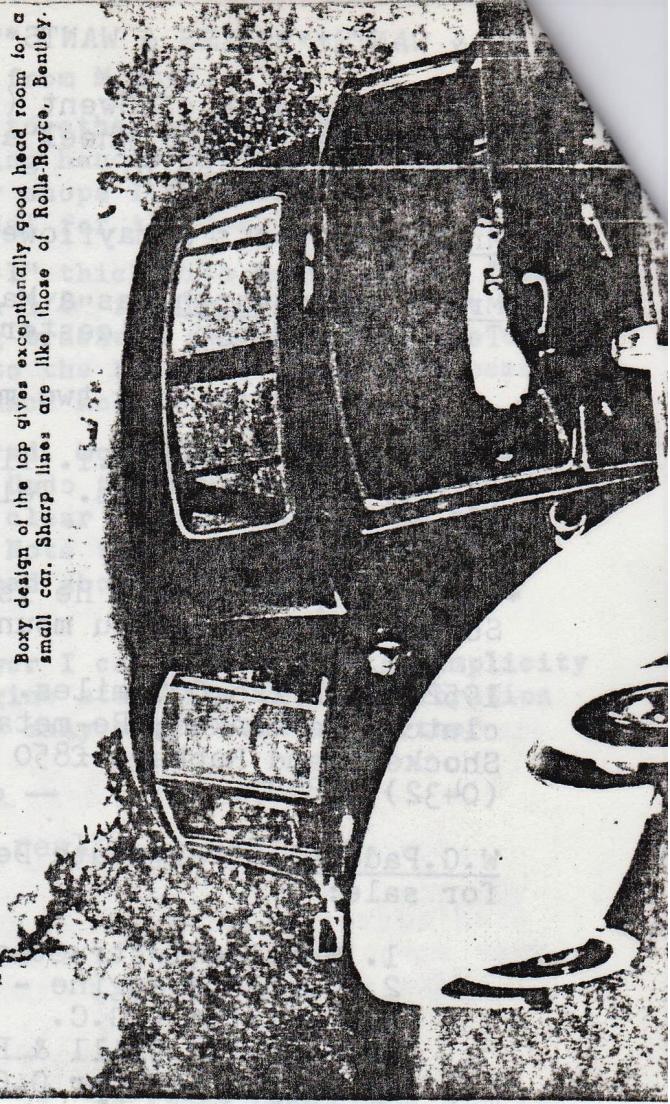
TOM TESTS the Triumph Mayflower

Apart from the knife-edge styling, which may or may not send you, best feature of this car is its price.

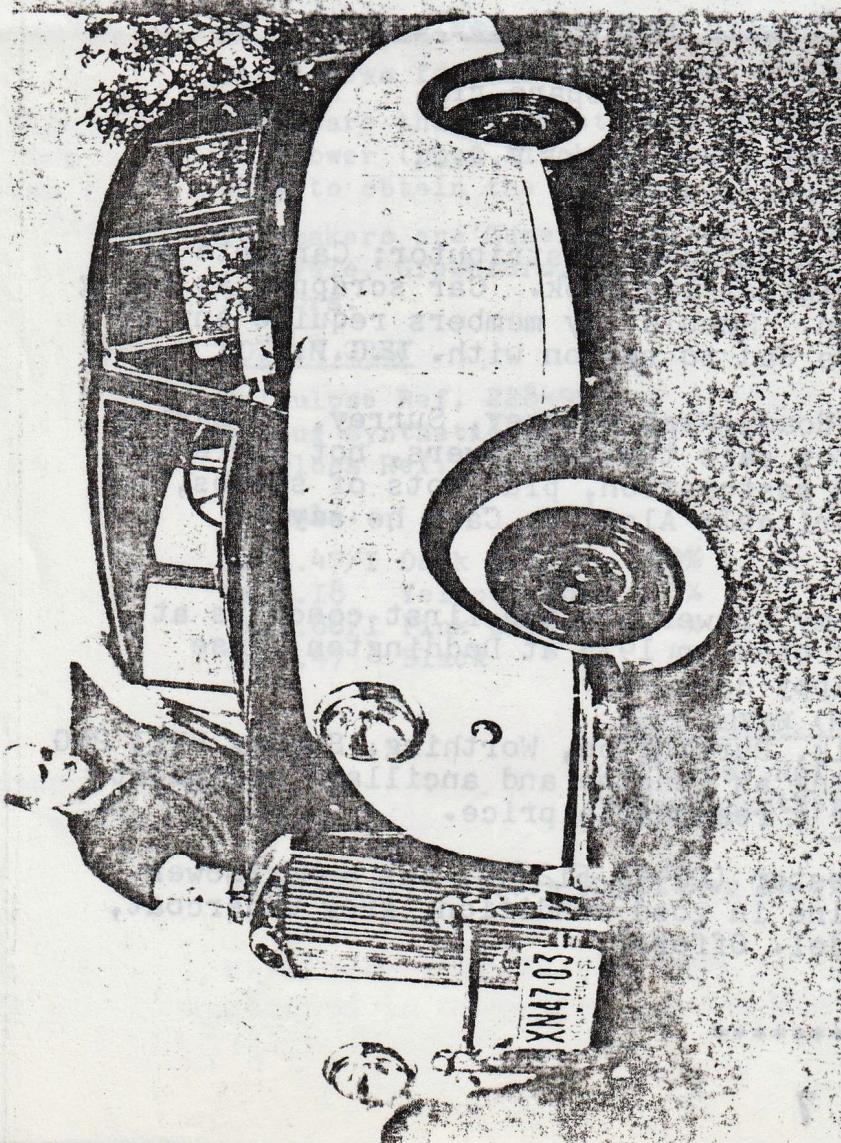
By Tom McCahill

THE Triumph Mayflower, an ounce-size English bucket, looks more than a little like the Mayflower that brought one million three hundred and forty-seven thousand immigrants to the shores of Massachusetts back in 1620. (In New York City alone, if any politician could collar descendants of the guys and dolls who assaulted Plymouth Rock on that cold December day over 300 years ago, he could swing an election in a landslide.)

But let's get back on course. The



Boxy design of the top gives exceptionally good head room for a small car. Sharp lines are like those of Rolls-Royce, Bentley.



One unusual wrinkle is the locking handle for the hood, which lifts up as shown at the right. Fully adjustable, chair-height front seat makes for very comfortable riding, our expert learned.

Developing only 38 horsepower, the four-cylinder engine pushes the 2,000-pound car at 70 mph top.

SPECIFICATIONS

MODEL TESTED:

1953 Triumph Mayflower two-door sedan

ENGINE:

4 cylinder, bore 2.48 inches, stroke 3.94 inches; piston displacement 76 cubic inches; road clearance 7 inches; brake horsepower 38 @ 4200 rpm; compression ratio 6.8 to 1

DIMENSIONS:

Wheelbase 84 inches; overall length 154 inches; width 62 inches; height 62 inches; weight 1,960 pounds; standard tire size 5.50x15; gas tank 10 gals

PERFORMANCE:

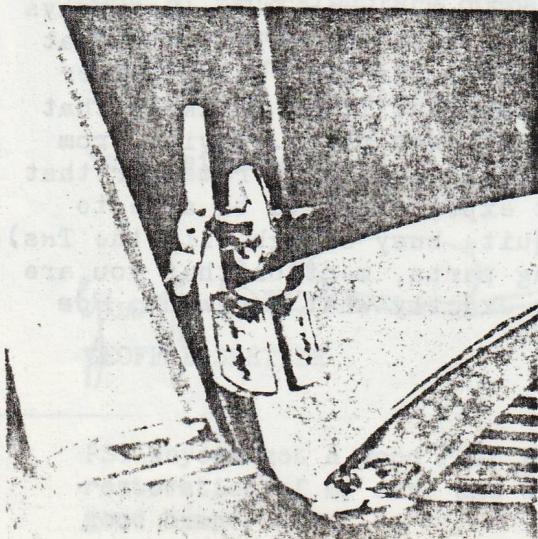
0 to 30 mph, 7.7 seconds
0 to 40 mph, 24.33 seconds
Top speed, 65-70 mph



In all, the Triumph Mayflower is a 30-cent aristocrat with a rare port and custom cigar look. I can't see Bulldog Drummond stepping out of one of these but I can picture Pierpoint Nicklehouse, the slick city banker, arriving in one for a board meeting.

The four-cylinder, 1 1/4-litre engine develops 38 horsepower and the entire car, unloaded, weighs just over 2,000 pounds. The three-speed steering-wheel shift will not appeal to the sports car group but it has a lot of advantages in traffic. It is easy to change gears and you can leave it in second, mile after mile, without any blow-up effects. The average woman driver will find this far easier for shopping trips than the floor shift, four-speed box. For those who live in big cities and make occasional trips to the country on weekends, the Mayflower would be hard to top. In fact, it makes a whale of a lot more sense than owning a big Detroit balloon. You can store it in most garages for less, it gets 35 miles on a gallon of gas and, what's more important, it will look just as funny or just as good (depending on your esthetic viewpoint) five years from now as it does today. This means if it does the job you want, it won't go out of date like its high style American contemporaries. If this happens to be your type of rig, old boy, I recommend that you grab your bowler and go to your nearest dealer for a closer look.

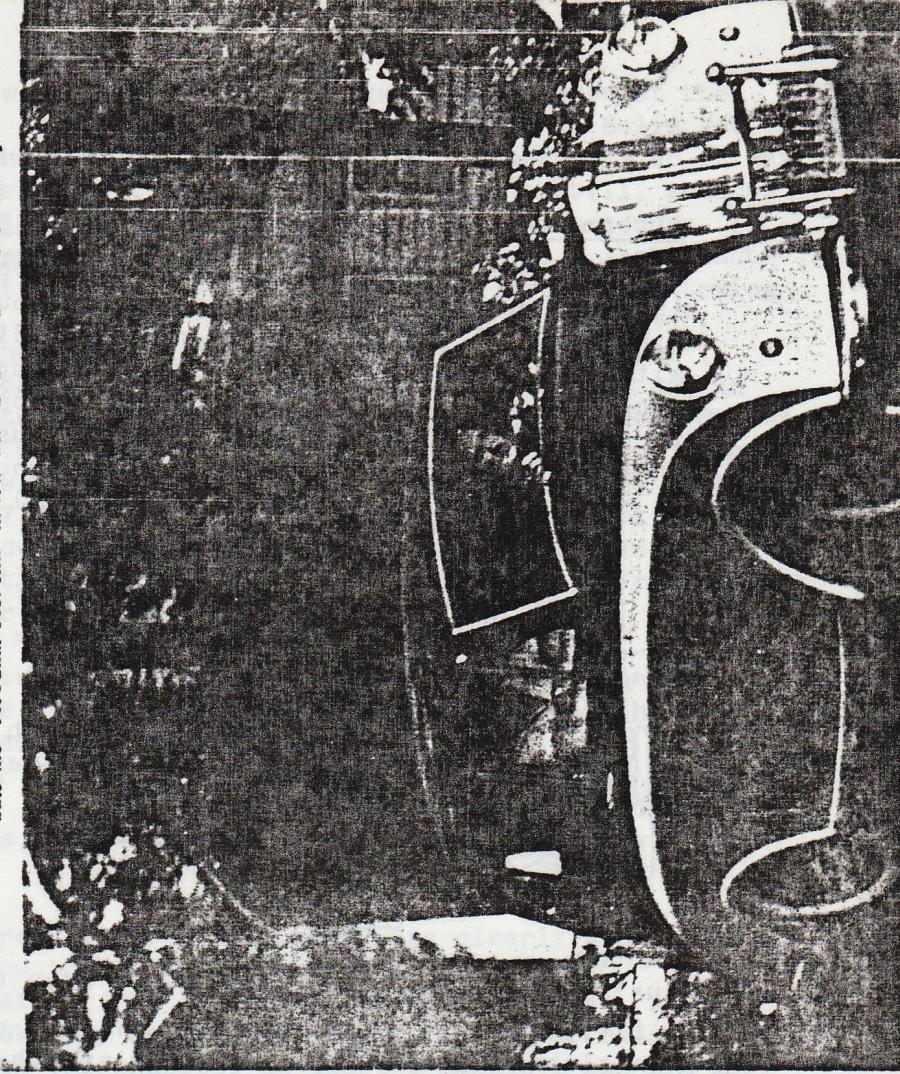
As the Marlboro cigarette people say, "If you want to escape from the commonplace" the doors are open with that \$1,685 price.



When I got this pickle jar back to the house and started taking pictures I realized that, like a teen age kid's beard, it was slow in growing but nevertheless this car was growing on me. Even the knife-edge body treatment got less hard to take and the fact that it was so entirely different from all competitive rigs gave the Mayflower a bit of distinction. So would rubber boots on a ballet dancer, I know, but on the Mayflower this slightly stuffy look, at us phone silly, soon gave it a sort of an Army Club appearance.

At this point where I switched from that's the big feature. If this little geranium pot cost a thousand dollars more I would still be laughing every time I saw one and would recommend it only to advertising executives and my worst enemies. At \$1,685 this job has a lot to offer. As already stated, its ease of handling in hard traffic is a feature in itself for suburban or city travel. As a second car for going to the station or taking up to three kids to school, it would be hard to beat.

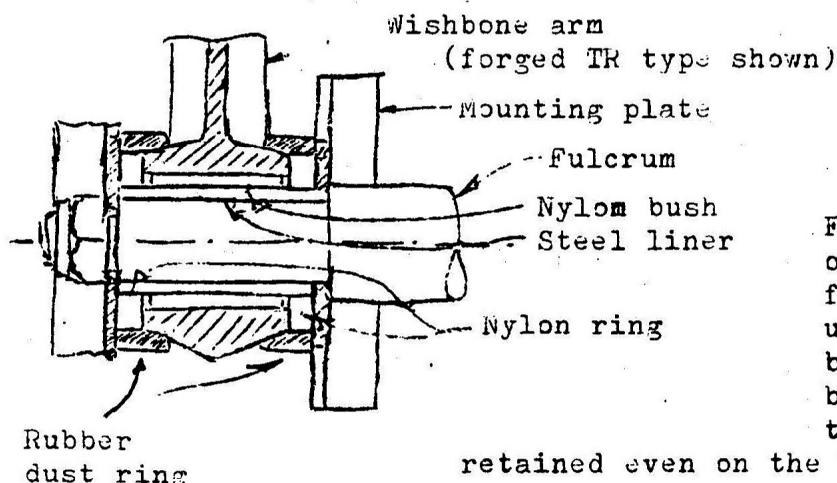
The Mayflower is well built and the consistency and general finish are tops for this price class. Even your grandmother, Mrs. Bill Nelle, wouldn't look at all out of place coming up to the Woman's Club with Jack, chauffeur on the box.



Uncle Tom was pleasantly surprised to find the little car could negotiate the "McCabill Test Hill" in low with a full load without bucking.

Alternative Lower Wishbone Inner Bushes for your 'Flower, by Robin Bussell.

A Mayflower weakness that MOT inspectors often delight in pointing out is the tendency for the black rubber bushes at the inner end of the lower wishbones of the front suspension to disintegrate. The TR2 sports car, with the virtually identical front suspension, suffered from the same problem--only more so in that the rubbers had rather more vicious stresses to cope with. On the TR3 the rubber bushes and whitemetal washers were changed to an arrangement of steel lined nylon bushes and nylon washers. These modified bushes (see the sketch) can be fitted to the Mayflower.



Each set for one bushing comprises:-
1 steel bush or liner
1 nylon bush
2 nylon washers
2 rubber dust seals

For an all-round replacement of the bottom inner bushes four sets are needed. The upper inner bushes can also be replaced in the same way, but here the rubber ones seem to last fairly well and were retained even on the TR3 and TR4 models.

To fit, first of all dismantle the old rubber bush in the normal way. Then clean all the crud and muck off the fulcrum spindle until the steel liner of the new bush is an easy fit. Fit the rubber sealing rings onto the nylon washers. Clean out the eye of the wishbone arm (make a good job of this) until the nylon bush can be pressed into it. Check that the bush has not been distorted so that the steel liner is difficult to introduce. If it is, you've left some crud in the eye...CLEAN IT AGAIN!! To assemble, and to a certain extent this depends on how much you have dismantled the mounting brackets and so on, the liner goes on the fulcrum spindle after a light smear of grease, then one of the nylon washers is slid onto the liner at one end, followed by the wishbone eye containing the nylon bush also lightly smeared with grease. Then the second nylon washer. Discard the metal washer, put on the mounting plate and bolt up. Remember to replace all tab washers or use nyloc nuts.

These nylon bush sets are probably fairly readily obtainable from Leyland dealers in view of their use well into the '60s on TRs, having started on TR3s after commission No. TS 9121. Another source, and one which I would recommend, is the spare parts shop run by Pete Buckles for the TR Register, at 51 London Road, Tooting, London SW17 9JR. The shop is open to callers on Thursdays (10.30 to 2.30), Fridays (10 till 6, lunch 1-2), Saturdays (10 till 5, no lunch) and Sundays (10.30 to 2.30). Other TR3 parts that fit the Mayflower and are usually available are the ball joint (upper wishbone outer end) and the trunnion sub-assembly. It is unlikely that Pete will be able to help with any other Mayflower parts. Buying from the TR shop is likely to cost less than from Leylands but remember that it exists primarily for TR owners and don't expect Pete to be able to answer abstruse 'Flower questions (he is quite busy enough with the TRs). He'll help as much as he can. When ordering parts, mention that you are a member of the Mayflower Club and specify exactly what you want. For enquiries the telephone No. is 01-648-4825.

Dear Malcolm

Just a few lines to let you know that the club was again represented at the Northern Classic Car Show held on the last weekend in September at Belle Vue Manchester. It was possibly the sunniest weekend of the "summer" (?) so it was not very easy having to spend all of it in an exhibition hall - still; someone has to make the effort. The stand was smaller than last year's, but more centrally situated, and considering we only managed to get it as a last minute cancellation, it was a good site. Some difficulty had been experienced trying to get 3 cars there, as two of last year's cars couldn't make it. However, following some frantic telephone calls, I managed to get another 'Flower', RMA 869, belonging to Graham Reavette (a lapsed member due to rejoin) and an 1800 Saloon KLK 972 belonging to Rob Kay of the Razor Edge Owners Club. My own 'Flower', by coincidence, has the numbers 972, being EJA 972. The Club Banner and ropes arrived by post a few days before the show, but no-one seems to know where the posts are (any ideas?): some were knocked together at short notice, and a florist friend again produced some beautiful begonias. All this lot with Rob's hastily cleaned patio set, produced a very attractive stand. Friday night saw it all set up and ready for Saturday's public.

The show duly opened on the Saturday, but numbers seemed a bit down on the previous year, maybe it was the £3.00 entrance fee, or maybe it was the glorious weather outside. The Flowers attracted the usual comments such as 'I haven't seen one of these for years' or 'Didn't the aluminium body make these last well' (that one was soon corrected): the presence of Rob's car stayed off some questions about the differences between 'Mayflowers and the bigger one - what was it called?'

Several "alleged" owners enquired at the stall (some were clearly genuine but one or two, who didn't even know the colour of their car or the colour of the interior, were obviously just after free literature or photographs). A few genuine prospective members took away application forms, and three existing members, Harry and Ian Hodkinson (resplendent in scarlet shorts!) and Mrs Neil Kershaw from Skipton (Neil apparently was unable to come) came to see us. Mr and Mrs Tom Robinson from TROC took the trouble to come over from Sheffield and gave Rob and me a break to look round the rest of the show and autojumble. Perhaps the number of autojumble stalls was down a bit, but the bargains were there if you were prepared to rummage. I managed to get some new chrome items for EJA, and a few small items for my wife's Moggy 1000.

The atmosphere, as usual at these shows, was terrific, and you get to meet all types. The talk is inevitably about cars, but is very informative and interesting. For anyone who hasn't been to one as a club representative I can fully recommend it: although "our" cars are not the elite, most owners of more exotic machinery are interested because of their relative rarity, and are generally very helpful.

I look forward to next year's show, and hope that even more members will come to see us then.

One last point, could I suggest that somewhere within the club a register be kept of owners who are prepared to take their cars to shows, local rallies etc. within a certain area if a car is needed to represent the Club - hope I haven't suggested an unwanted job for you, Shaun! I hope the enclosed photos give some idea of the Club stand.

Yours sincerely


GEOFF BASKETTER

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SALE
Cheshire

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23 October 1985

PS: Anyone got a good rear bumper? I have loads of spares left from the restoration of my car, and would be prepared to do a suitable swap, or buy a good bumper.

Geoff Baskettter
and Colin Reavette
cars, with Rob Kay's
1800 Razoredge at
the Northern Classic
Car Show.



"It's either the
Concours Cup again
this year Ron, or a
dip in the sweet jar".

Peter Burdge and
Ron Hagger at this
years Rally.



'Wild Flowers in the
Meadow' - A Study
of our cars at this
year's Rally at
Blenheim Palace.

RECONDITIONING the Triumph Mayflower ENGINE

SEPTEMBER
1955

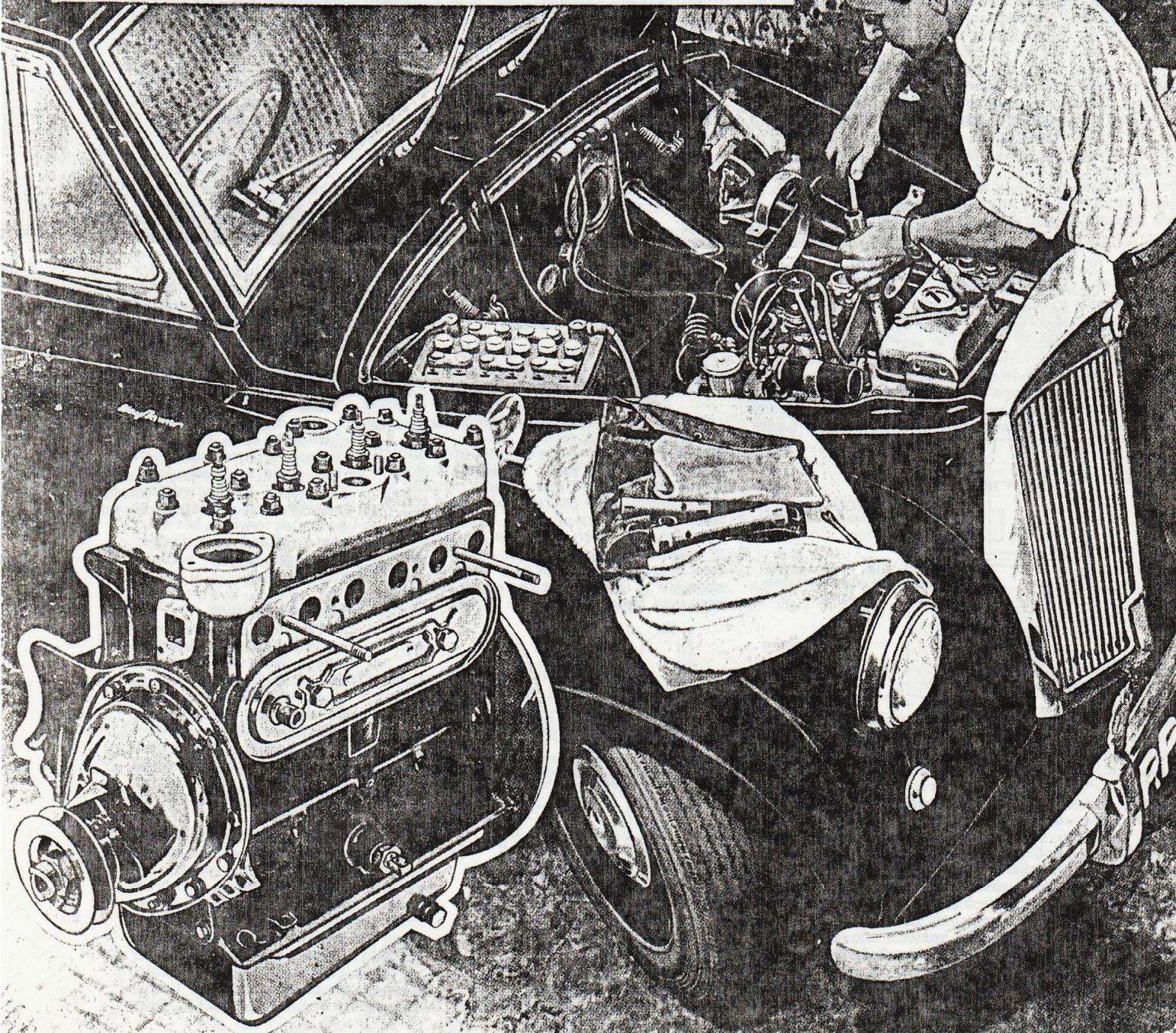


Practical Motorist

& Motor Cyclist

REPAIR - MAINTENANCE - OVERHAUL

Editor: F.J. CAMM





RECONDITIONING THE

DISTINCTIVE for its knife-edge styling, the Triumph Mayflower is of 1½ litre capacity and thus in a class which many motorists consider has much to recommend it. This is a class in which overall dimensions of the vehicle impose few problems of parking and garage accommodation, in which power and speed are superior to those in the small car or baby class, yet in which fuel and oil consumption remain relatively modest.

It will be recalled that 1½ litre equals 1,250 c.c. The Mayflower engine, a side-valve, is of 1,247 c.c., 63 mm. bore by 100 mm. stroke, four-cylinder, firing order 1, 3, 4, 2, compression ratio 6.8 to 1, developing 38 b.h.p. at 4,200 r.p.m., and providing 65 m.p.h. in top, 40 m.p.h. in second, 18 m.p.h. in third, with petrol consumption 35 m.p.g. and oil consumption 2,000 m.p.g.

Lubrication System

The crankshaft, carried in three main bearings, drives the camshaft through sprockets and chain. A skew gear on the camshaft drives a vertical shaft at the top of which is the distributor, while at the bottom is located the oil pump. A cam integral with the skew gear on the vertical shaft operates the petrol pump by means of a push rod which passes horizontally through the engine.

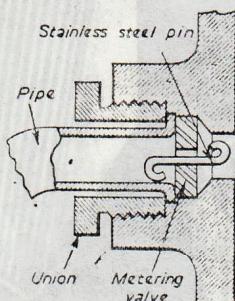


Fig. 2.—Valve in ventilation system.

The double-rotor type oil pump is driven from a tongue on the lower end of the vertical shaft. Oil enters the pump from a floating intake, and is forced up round the vertical shaft, past the relief valve on the side of the engine, where it is accessible from the outside for adjustment or renewal. This valve originally consisted of a spring-loaded ball, though later a plunger was introduced. Just beneath the bush of the vertical shaft the oil enters a longitudinal gallery, and thence goes directly to the three main bearings; two intermediate camshaft bearings are supplied through restrictors pressed into the casting, while front and rear camshaft bearings are supplied through restricted channels from the passages carrying oil to the front and rear main bearings. Bypasses from the inter-

mediate camshaft journals feed the tappet blocks.

Big-end bearings are supplied from the main bearings through drillings in

the crankshaft, and the surplus forced from the big-ends lubricates cylinders, pistons, gudgeon pins, etc. Timing chain and sprockets are fed from the front camshaft journal in a similar manner.

Fig. 1 shows a cross-section of the engine with the flow of oil.

Sump capacity is 6 pints, and the pressure should be between 40lb. and 60lb. at normal speed with the engine hot.

Ventilation System

Crankcase ventilation is accomplished on the sealed engine principle, in which a

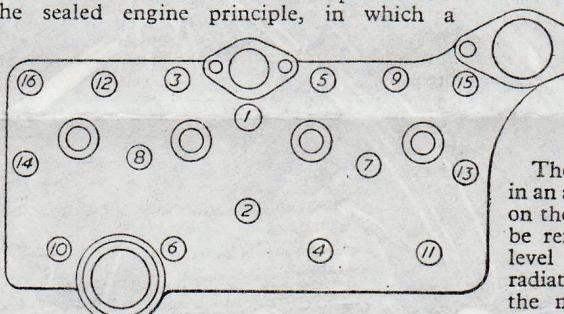


Fig. 4.—Cylinder head nut tightening diagram.

depression is created in the crankcase through a pipe connected to the induction manifold. The important features of this system are engine joints must be sound to remain sealed; the metering valve (Fig. 2) in the manifold must be kept clear of carbon for the system to function. The valve contains a stainless steel pin, and movement and vibration should maintain it free. Nevertheless, it should be examined from time to time during servicing

operations, but not altered in any way. If the valve becomes choked with carbon pressure will be created in the crankcase and oil may be forced through joints or through the front seal behind the crankshaft pulley or past the rear seal in front of the flywheel—in which case oil would pass into the clutch casing, and clutch troubles might ensue.

Air is taken from the carburettor silencer through a pipe to the neck of the oil filler, where it enters the crankcase. Having passed round and ventilated the crankcase, it is drawn out—along with fumes—from a pipe connected between the tappet cover and the manifold. All joints in the pipe-lines, filler cap, etc., must be maintained airtight.

Cooling System

Cooling, which is thermostatically controlled, is effected by a pump and integral fan, the belt drive from the front of the crankshaft being triangulated round the dynamo pulley, with adjustment for tension through tilting the dynamo. The capacity of the cooling system is 12 pints, or 13 pints when a heater is fitted.

The thermostat is situated in an aluminium alloy housing on the cylinder head, and can be removed by lowering the level of the coolant in the radiator and detaching the main outlet hose. The thermostat should begin to open at about 158 deg. F. and be fully open at 176 deg. F. In very cold climates a thermostat operating 185 deg.–195 deg. F. is recommended. Testing of the thermostat is effected in a bowl of water, which can be heated, or to which hot water can be added; verification is made to an accurate thermometer.

Ignition System

The distributor mounted on the cylinder head is driven from an offset slot at the top of the vertical shaft. The distributor can be detached complete for cleaning or when decarbonising, and the timing will not be disturbed so long as the clamp is not loosened. Fig. 3 depicts details of the distributor.

With the rotor pulled off a few drops of oil can be applied to the centre for lubrication of the cam bearing, and a trace of grease can be put on the cam, a drop of oil on the rocker pivot. Contact breaker gap should be .020in., to 0.12in., and the timing 2 deg. before T.D.C. fully

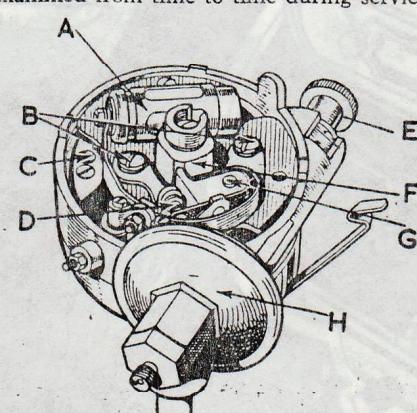


Fig. 3.—Distributor details : A, condenser ; B, contact plate securing screws ; C, lubricator ; D, contacts ; E, knurled knob for micrometer adjustment ; F, cam ; G, contact breaker pivot ; H, diaphragm housing.



MAYFLOWER ENGINE

briation and Ventilation Systems : Decarbonising : Water Pumps

retarded. Champion type NA.8 sparking plugs, $\frac{1}{16}$ in. reach, are recommended, set to .025 in. gap.

Top Dismantling

Decarbonising should be performed when there is a falling off in power accompanied by loss of compression, indicating leaking valves; pinking may also be noticed on occasion when the engine is out of tune. Top dismantling procedure is as follows.

The cooling system is drained and the top water hose and bypass hose disconnected. The air cleaner is detached, removing hose and nuts. The distributor is removed complete from the cylinder, not touching the clamp. (It is advisable, also, to disconnect a battery lead to obviate shorts.)

From the carburettor are detached throttle and choke connections and pipe to pump. Down pipe and crankcase ventilation pipe are detached from manifold, and this and carburettor removed. The tappet cover is removed and heater, if fitted, disconnected; also capillary tube for thermometer gauge, unscrewing union nut. The ventilation pipe is removed from the oil filler, and the cylinder head lifted, following withdrawal of throttle bracket and coil brackets.

The vertical (distributor and pump) driving shaft abutment brackets (Fig. 8) are removed, with care that the shims are not dropped; this shaft must not be lifted or the gear will be disengaged, and it will be drawn from the oil pump at the bottom. Outer securing bolts are removed from the tappet guide blocks, and these withdrawn. The space over the camshaft should be covered before valve collars and springs are removed. Valve spring securing collars have a large and a small hole intersecting, so that after lifting they can be moved sideways and slipped off the valves.

Valves and Springs

Decarbonising is performed in the normal manner, filling the two bores where the pistons are at B.D.C. with clean rag. A ring of carbon $\frac{1}{16}$ in. wide should be left round each piston. Care should be exercised to get all faces clean without scratching and without damaging valve seatings. Valves are numbered and should be retained in the correct order for refitting. Seat angles are 90 deg., while seating angles in the block should be 89 deg. Where valves are

By "AUTOMOBILIST"

pocketed or seatings lower than normal after recutting a chamfering cutter of 150 deg. angle is employed.

Valve stem diameters are .2475 in.-.2465 in.; valve guide diameters .2495 in.-.2505 in. Clearance when new is .002 in.-.004 in. The distance of the valve guides from the cylinder head face is .97 in. The outside diameter of guides is .4385 in.-.4395 in. Valve springs are as follow, Number of free coils, 7; fitted length, 1.9/32 in.; load at fitted length, 22 lb. (plus 2 lb. minus 1 lb.); valve lift, $\frac{1}{16}$ in. plus .010 in.; load at full lift, 37 lb.

Reassembly

Cylinder walls can be lightly oiled before fitting the head, and surplus wiped off at T.D.C. Valve stems should be oiled during assembly, and the spring collars should be placed with the large hole inwards. To set the tappets the piston of No. 1 cylinder is brought to T.D.C. of compression stroke, where both

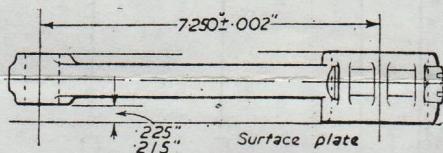


Fig. 5.—Connecting rod off-set.

valves are closed. Having set the tappets of this cylinder, the handle is rotated half a turn, then the tappets of No. 3 cylinder set, and when this has been done the handle is rotated a similar amount to bring the piston of No. 4 cylinder to T.D.C. compression stroke, the tappets of this being set, and the procedure continuing for No. 2 cylinder.

Tappet clearance is .015 in. as checked by a feeler gauge. A type of wedge made of flat plate can be used between a pair of tappet stems to prevent rotation while the locknuts are loosened and the adjustment made; this plate should be removed, however, when making the final check of clearance. Fig. 4 depicts the tightening sequence for the

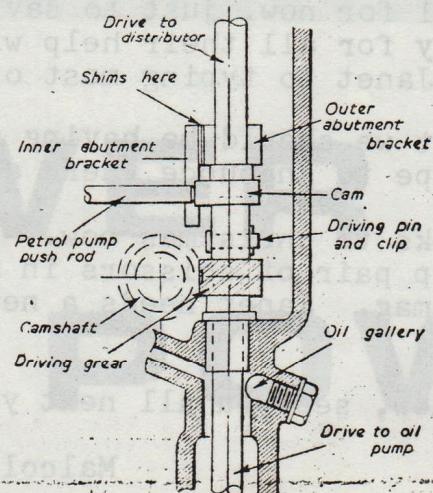
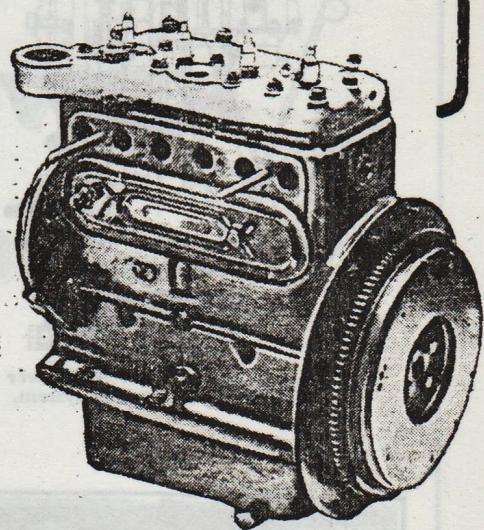


Fig. 8.—Details of drive to pumps and distributor.



cylinder head nuts, which should be gone over several times to pull the head down gradually and evenly.

Engine Removal

The Mayflower engine and gearbox can be removed together as a unit, or the gearbox can be removed separately—which would be done in the case of trouble with this unit or with the clutch alone. A small crane or block tackle is necessary for lifting the engine-gearbox unit, through a lifting bracket attached to the cylinder head, the rear of the car being jacked up and supports placed beneath the rear jacking brackets.

The following is an outline of the removal procedure. Bonnet is removed, radiator detached from grille, drained and disconnected top and bottom, battery disconnected. Removing three bolts each side (caged nuts), the radiator block can be withdrawn. Self-tapping screws are removed securing grille to valances, and bolts to cross member, then

Larger diameter of second ring at bottom of groove

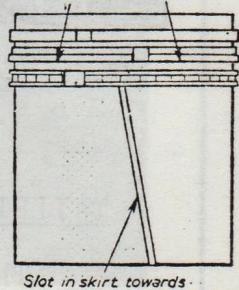


Fig. 6.—Important points in piston fitting.

grille removed. After removal of bolts, cross member bracket is lowered and removed from front. The following are detached: Connections to dynamo and starter; hose to petrol pump; exhaust down pipe; thermometer lead from cylinder head; heater connections; oil pressure gauge flexible hose; throttle wire.

The car is then jacked up at the rear as previously mentioned, and propeller shaft removed. Clutch coupling rods and gear-operating cross shafts are disconnected, and speedometer drive. With lifting bracket attached to the cylinder head, the weight of the unit is taken, and two nuts are removed which secure the gearbox extension bracket to cross member. The weight of this member is taken on a jack, petrol pipe clip removed and two bolts and member withdrawn. Removing the bolts which hold the front flexible mountings of the engine to chassis side members the unit can be lifted out—with care for the centre tie rod of the steering.

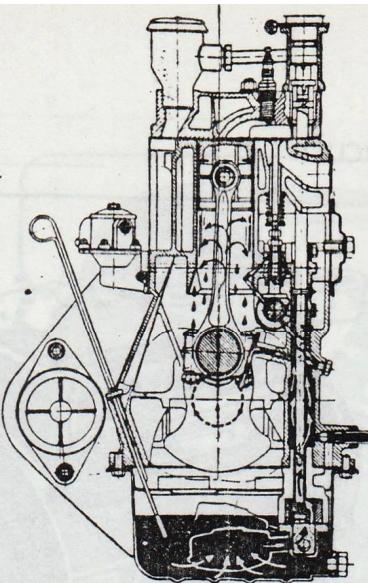


Fig. 1.—Cross-section of Mayflower engine showing lubrication system.

IMPORTANT TO OWNERS

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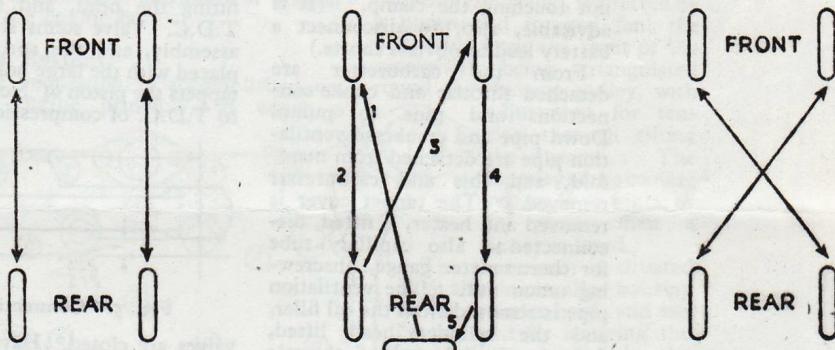
The modern independently sprung car permits fast cornering speeds and high average speeds.

Your Tyres are the final medium through which this is attained.

To obtain the best mileage from your Tyres, it is necessary to interchange the Tyres and wheels at frequent intervals preferably every 2,000 miles.

The following methods are recommended. The choice will depend on the Jacking System on the car and whether it is desired to introduce the spare wheel into the sequence.

Make sure front wheel alignment is correct before interchanging tyres and wheels.



Change wheels without removing tyres.

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Fig. 7.—Testing crankshaft endplay.

LE9/23(S) Reprinted May 1952

B & M (265)

TAILPIPE

Thats about all for now, just to say my usual thanks to Tom Robinson and family for all their help with printing and issuing this 'gem' and to Janet to typing most of it.

I believe that we should be having an A.G.M. sometime early next year, so I hope to announce where and when in the February issue.

Only four weeks to christmas now. (I'm hoping for a new bottle of glue and a sharp pair of scissors in my 'stocking' so that I can tackle next year's mag. Janet needs a new bottle of tip-ex and a new typewriter ribbon!)

Bye bye for now, see you all next year.

Malcolm & Janet.

